

McClintock Drive Street Configuration Public Meeting

March 25 & 28, 2017



Welcome



- Staff Introductions
- Meeting Purpose & Goals
- Project History
- Design Concepts
- Costs
- Managing Expectations
- Next Steps

Purpose & Goals

Purpose:

Move forward and develop concepts to achieve the goals of improving traffic flow, decreasing congestion and keeping bike lanes.

Goals:

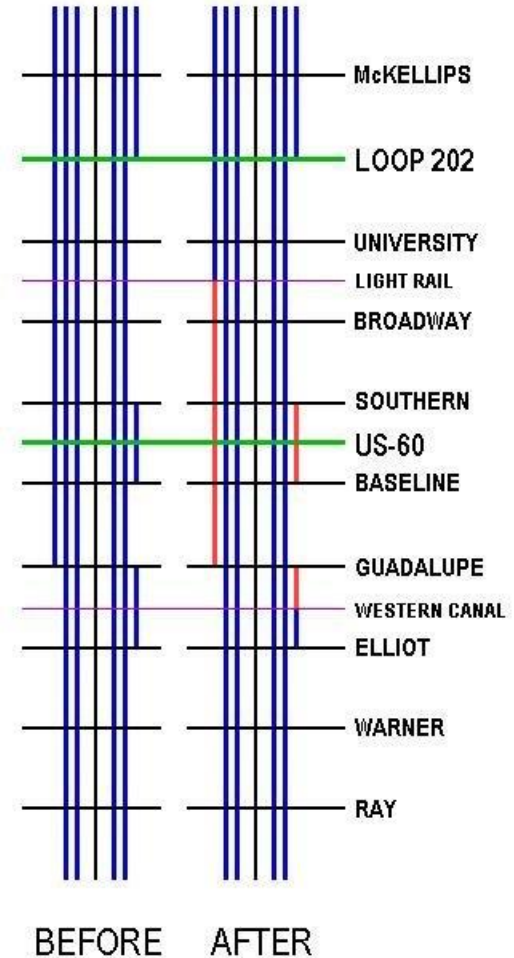
- Solicit community input on design concepts
- Gain consensus on design concepts
- Provide a recommendation to City Council on June 29

Project History

- **January 2015:** Transportation Master Plan developed in concert with the General Plan adopted.
- **May 2015:** Bike lane & pavement project open house
- **July 2015:** McClintock restriped between Apache & Western Canal.
- **March 2016:** Staff presented Council traffic data and analysis; Council requested additional data.
- **November/December 2016:** Staff presented Council with additional traffic data and analysis.

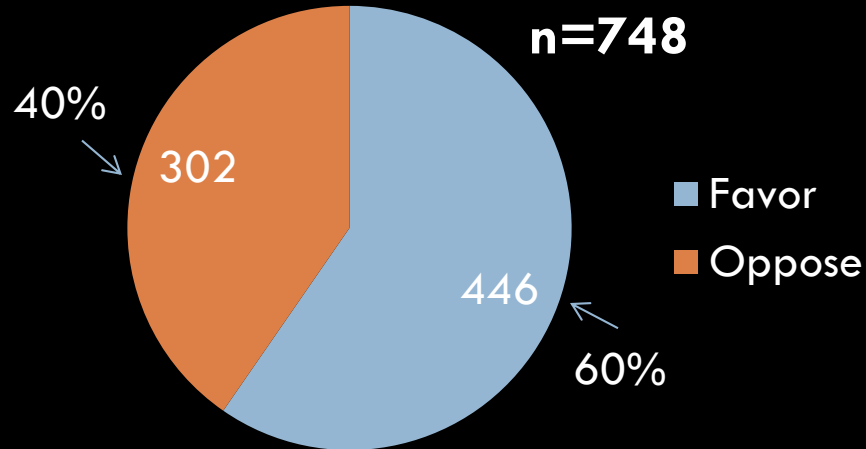
Travel Lane Reconfiguration

- Corridor went from 45 lane miles to 40.
- 7.5 miles of bike lanes added.



Public Comment/Feedback

Between April 2015 & Oct. 27, 2016, the City received 892 comments of which 748 were unduplicated. In addition, dozens of people spoke at the Nov. 3, 2016 City Council meeting both in favor and opposed to the lane configuration.



Glossary of Terms

- **Curb Lane:** The lane of traffic closest to the sidewalk or curb.



- **Sharrows:** A representation of a bicycle with two chevrons above it marked on a roadway as a symbol to indicate that motor vehicles and bicycles are to share the lane.



Glossary of Terms

- **Standard Bike Lane:** A part of a road marked off or separated for the use of bicyclists.
- **Buffered Bike Lane:** A conventional bicycle lane paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.
- **Separated Bike Lane:** A physical barrier to separate bike and auto traffic on busy streets.



Alternatives

- Apache to Broadway (3 Bicycle Alternatives)
- Broadway to Southern/Del Rio (2 Bicycle Alternatives)
- Southern/Del Rio to Baseline (2 Vehicular & 5 Bicycle Alternatives)
- Baseline to Guadalupe (2 Bicycle Alternatives)
- Guadalupe to Elliot (3 Bicycle Alternatives)
- ALL ALTERNATIVES INCLUDE RESTORING 3RD SOUTHBOUND VEHICULAR TRAVEL LANES.

Apache to Broadway

- Vehicular travel lanes:
 - **Northbound:** Maintain existing 2 travel lanes
 - **Southbound:** Restore 3rd travel lane
- Bike lane alternatives (due to UPRR underpass):
 - **Alt 1) Northbound:** Standard bike lane. **Southbound:** No bike lane (bicyclists have option to “take the lane” or use sidewalk).
 - **Alt 2) Northbound & Southbound:** Shared bike/vehicle lanes (sharrows).
 - **Alt 3) Northbound:** Standard bike lane. **Southbound:** Modify existing sidewalk/planter boxes to accommodate pedestrian/bike shared path.

Apache to Broadway



Southbound under railroad (Alt 1)

Apache to Broadway



Southbound under railroad (Alt 2)

Apache to Broadway



Southbound under railroad (Alt 3)

Broadway to Southern

- Vehicular travel lanes:
 - **Northbound:** Maintain existing 2 travel lanes
 - **Southbound:** Restore 3rd travel lane
- Bike lane alternatives:
 - **Alt 1) Northbound & Southbound:** Standard bike lanes. Requires widening roadway approx. **4-feet** along major portions of corridor (widening on west side only).
 - **Alt 2) Northbound & Southbound:** Buffered bike lanes (3-foot buffers). Requires widening roadway approx. **10-feet** along major portions of corridor (widening approx. **5-feet** on both sides).

Broadway to Southern



Curb moves 4'

Southbound (Alt 1)

Broadway to Southern



Northbound (Alt 2)



Southbound (Alt 2)

Southern to Baseline

- Vehicular travel lanes option #1:
 - **Northbound:** Maintain existing 2 travel lanes
 - **Southbound:** Restore 3rd travel lane
- Bike lane alternatives:
 - **Alt 1) Northbound & Southbound:** Buffered bike lanes (3-foot buffers). No widening. Southbound bike lane would be standard at US60.
 - **Alt 2) Northbound & Southbound:** Separated bike lanes (3-foot islands). No widening. Southbound bike lane would be standard at US60.

Del Rio to Baseline

- Vehicular travel lanes option #2:
 - **Northbound:** Restore 3rd travel lane
 - **Southbound:** Restore 3rd travel lane
- Bike lane alternatives:
 - **Alt 3) Northbound & Southbound:** Standard bike lanes. Requires widening road on east side approx. **2-feet** along corridor. No northbound bike lane at US60.
 - **Alt 4) Northbound & Southbound:** 3-foot buffered bike lanes. Requires widening road on both sides approx. **4-feet** along corridor. No northbound bike lane at US60.
 - **Alt 5) Northbound & Southbound:** Separated bike lanes (3-foot islands). Requires widening road on both sides approx. **5-feet** along corridor. No northbound bike lane at US60. (Bicycles have option to “take the lane” or use sidewalk.)

Southern to Baseline



Curb moves 2'

Northbound (Alt 3)

Southern to Baseline



Curb moves 4' or 5'

Northbound (Alt 4 & Alt 5)



Curb moves 4' or 5'

Southbound (Alt 4 & Alt 5)

At US-60



Northbound McClintock
At US60



Southbound McClintock
At US60

Baseline to Guadalupe

- Vehicular travel lanes:
 - **Northbound:** Maintain existing 2 travel lanes
 - **Southbound:** Restore 3rd travel lane
- Bike lane alternatives:
 - **Alt 1) Northbound & Southbound:** Standard bike lanes. Requires widening roadway approx. **4-feet** along major portions of corridor (widening on west side only).
 - **Alt 2) Northbound & Southbound:** Buffered bike lanes (3-foot buffers). Requires widening roadway approx. **10-feet** along major portions of corridor (widening approx. 5-feet on both sides).

Baseline to Guadalupe



Southbound (Alt 1)

Baseline to Guadalupe



Curb moves 5'

Northbound (Alt 2)



Curb moves 5'

Southbound (Alt 2)

Guadalupe to Elliot

- Vehicular travel lanes:
 - **Northbound:** Eliminate 1 lane (maintain 2 travel lanes)
 - **Southbound:** Introduce 3rd travel lane
- Bike lane options:
 - **Alt 1) Northbound & Southbound:** Buffered bike lanes (2-foot buffers). Requires widening roadway approx. **3-feet** for 300' between Todd and McNair (widening on west side only).
 - **Alt 2) Northbound & Southbound:** Separated bike lanes (3-foot island). Requires widening roadway approx. **5-feet** along major portions of corridor (widening on west side only).
 - **Alt 3) Northbound & Southbound:** Standard bike lanes.

Guadalupe to Elliot



Southbound (Alt 1)



Southbound (Alt 2)

Costs

Apache to Broadway

- Alternative 1 - \$228,000
- Alternative 2 - \$338,000
- Alternative 3 - \$831,000

Broadway to Southern

- Alternative 1 - \$2.2 million
- Alternative 2 - \$3.8 million

Southern to Baseline

- Alternative 1 - \$529,000
- Alternative 2 - \$652,000

Del Rio to Baseline

- Alternative 3 - \$1.7 million
- Alternative 4 - \$2.5 million
- Alternative 5 - \$2.7 million

Baseline to Guadalupe

- Alternative 1 - \$2 million
- Alternative 2 - \$3.3 million

Guadalupe to Elliot

- Alternative 1 - \$340,000
- Alternative 2 - \$1.8 million
- Alternative 3 - \$0

Return to Original - \$500,000

Sample McClintock Drive Configuration

This scenario includes 3 travel lanes southbound, 2 travel lanes northbound, standard bike lanes northbound and southbound and is the least expensive option with the least impact to neighbors and the right-of-way landscaping.

Section	Alternative	Cost	# of feet curb moves	# of trees possibly impacted	# of light poles
Apache to Broadway	2	\$338,000	0	0	0
Broadway to Southern	1	\$2.2 million	4	111	22
Southern to Baseline	1	\$529,000	0	0	0
Baseline to Guadalupe	1	\$2 million	4	73	30
Guadalupe to Elliot	3	\$0*	0	0	0
TOTAL	n/a	\$5.07 million	0	0	0

Breakout Sessions

- Split into small groups
- 30 minutes reviewing designs
- Report back to larger group with what items of consensus breakout group reached and what disagreements still remain.

Next Steps

- Comment at www.tempe.gov/mcclintockdrive
- Council presentation June 29
- Budget
- Timing
 - Decision Process, Design, Construction
- Construction Impacts
 - Barricading, Noise